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Dear Sir / Madam

**The Sheringham and Dudgeon Offshore Wind Farm Extension Projects
Submission in response to the Examining Authority's Rule 17 Letter
Examination Timetable – Deadline 8**

The UK Chamber of Shipping, (hereafter “the Chamber”), welcomes the invitation to provide written response to the Secretary of State in their examination of the proposed Sheringham and Dudgeon Offshore wind farm extension projects.

The Chamber confirms that Document Reference 14.22 submitted at Deadline 7 is the correct and final Statement of Common Ground with the Chamber of Shipping.

Shipping Collision Risk and Mitigation

The Chamber has reviewed Document Reference 21.5. The Chamber supports the MCA position for an amendment to the red line boundary to increase the navigable sea room.

The Chamber accepts the MCA calculation for channel width of 3.24nm edge to edge of controlling depths and accepts the submission and analysis from the applicant and statement from Trinity House whereby the recognised controlling depth is the 10m depth contour rather than the 15.3m wreck.

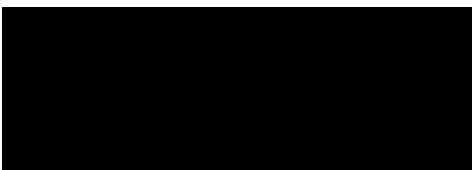
Accordingly, the Chamber therefore welcomes the proposed “without prejudice” Offshore Work Plan for a surface structure free area as detailed within - Revision A (Document Reference 2.7.2).

The Chamber would accept that the Applicant’s revised “without prejudice” proposal sufficiently addresses its concerns for navigational safety by providing additional sea-room to reduce the risk to navigation to as low as reasonably possible (ALARP) and meet NPS EN-3.

As previously stated by the Chamber, it holistically believes that for the long-term safe co-location of offshore wind farms and commercial shipping, the primary means of mitigation is through the lesser reduction in navigable sea room for marine users to safely occupy. AS state in its SOCG, the Chamber believes the western extent of DEP North unnecessarily protrudes into the Outer Dowsing shipping channel increasing collision and allision risk.

Whilst the Chamber would strongly support a further reduction of the wind turbine construction area in DEP North, it welcomes and supports the “without prejudice” position put forward by the Applicant as a solution to reach ALARP for navigational safety risk.

Yours faithfully,



Robert Merrylees
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